ABSTRACT

A method for controlling a hybrid drive of a vehicle is described, the hybrid drive including as propulsion motors an internal combustion engine and at least one electric motor/generator, and the output shafts of the propulsion motors being operatively linkable to a power train of the vehicle. The propulsion motors and an electrically activatable braking system of the vehicle are activated in a coordinated manner as a function of a negative torque request, taking this negative torque request into account.